



Frequently Asked Questions



Maryland
Transportation
Authority

Improvement Project

1. What is the purpose of the I-95/MD 24 Improvement Project?

Once complete, the project will provide improved vehicular and transit access, improve safety, eliminate congestion and provide sufficient capacity to serve the existing and planned development.

Project planning studies performed between 2000 and 2004 by the Maryland State Highway Administration (SHA) in coordination with the Maryland Transportation Authority (MDTA), indicate the number of accidents that occur in the project area is higher than statewide averages for similar state-maintained roadways. Additionally, the MD 24 corridor and surrounding areas have experienced a 34% increase in population during the last decade. By 2020, population is expected to rise by 19%.

2. What is the cost and when will the work be complete?

Construction on the \$38 million project began fall 2008 and anticipated to be complete in late 2011.

3. Where will construction occur and what does it involve?

Project limits extend about 1 1/2 miles along I-95 from just north of the MD 24 bridge over I-95 to just south of the I-95 bridge over Winters Run, and along approximately 1 1/2 miles of MD 24 from Edgewood Road to just north of the MD 24 and MD 924 (Emmorton Road)/Tollgate Road intersection. The majority of the work will be done at the MD 24 and MD 924 intersection.

Work includes:

- Constructing a temporary intersection at MD 24 and MD 924/Tollgate Road, south of the current location, to facilitate construction of the future MD 24 and MD 924/Tollgate Road interchange.
- Constructing a new interchange consisting of a bridge on MD 24 over MD 924/Tollgate Road. This will allow motorists on MD 24 to bypass a traffic signal.
- Widening the northbound MD 24 bridge over I-95 to accommodate the future MD 24 traffic pattern.
- Resurfacing I-95 and MD 24 in the project area.

4. What traffic impacts should I expect?

The MDTA will make every effort to minimize impacts to motorists and to schedule any necessary lane closures during off-peak traffic periods. However, temporary closures may be in effect as needed throughout the duration of the project.

The following closures may be in effect on **MD 24 and MD 924**:

- Single-lane closures may occur Monday through Friday from 9 a.m. to 3 p.m., and Sunday through Thursday from 9 p.m. to 5 a.m. the following morning.
- Double-lane closures may occur Sunday through Thursday from 11 p.m. to 5 a.m. the following morning.

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Call 1-877-368-1141 for recorded project information. You may leave a message after the recording. Staff will return your call within two business days.

Visit mdtransportationauthority.com. Click on "Capital Projects" on the left side of the home page, or email us your questions or comments.

The following closures may be in effect on **northbound I-95 approaching Exit 77**:

- Single-lane closures may occur Monday through Thursday from 9 a.m. to 3 p.m. and from 9 p.m. to 5 a.m. the following morning, and Friday from 9 a.m. to noon.
- Double-lane closures may occur Sunday through Thursday from 11 p.m. to 5 a.m. the following morning.
- Triple-lane closures may occur Sunday through Thursday from midnight to 5 a.m. the following morning.

The following closures may be in effect on **southbound I-95 approaching Exit 77**:

- Single-lane closures may occur Monday through Thursday from 9 a.m. to 3 p.m. and from 7 p.m. to 5 a.m. the following morning, and Friday from 9 a.m. to noon.
- Double-lane closures may occur Monday through Thursday from 9 p.m. to 5 a.m. the following morning.
- Triple-lane closures may occur Sunday through Thursday from 11 p.m. to 5 a.m. the following morning.

No lane closures are permitted the day before, the day of, or the day following major holidays.

Motorists should anticipate lane shifts, new traffic patterns and reduced merge distances on ramps. Delays may occur, especially during peak-traffic periods.

For active lane closures and for Statewide traffic information, visit traffic.md.gov.

5. What allowance are you making for pedestrians and bicyclists once construction is complete?

The current I-95/MD 24 interchange and MD 24/MD 924 intersection, as well as the proposed improvements under the study to improve 18-miles of I-95 from north of MD 43 to north of MD 22, including interchanges (Section 200 Project Planning Study), accommodate bicycles and pedestrians. However, due to heavy traffic volumes and the complexity of the ramps, the MDTA is studying a new, separate crossing as part of its Section 200 project. Two new locations are being examined, including one north of the interchange on a new structure over I-95 (connecting Woodsdale Road on the west to Walton Road on the east) and one south of the interchange under I-95 along Winters Run.

During construction, pedestrian crossing on MD 24 from just north of MD 924 to just south of Edgewood Road will be restricted. Bicyclists will have the same access as they did prior to the project's start.

6. What is the history of the project?

At the completion of project planning in 2004, the project was transferred from SHA to MDTA for design and construction. Between 2003 and 2005, the MDTA completed the final engineering design. In November 2005, the MDTA provided a progress update to the public.

The I-95/MD 24 Interchange Improvement Project was advertised for construction in 2006. However, it was determined that with design modifications, the improvements proposed at the MD 24 and MD 924/Tollgate Road intersection could be designed to be more compatible with the proposed I-95/MD 24 interchange improvements in the Section 200 Project Planning Study. These design modifications allowed MDTA to reduce the construction cost of this project and decrease the duration of construction impacts to motorists traveling on I-95.

7. How does this project benefit the Base Realignment and Closure (BRAC) program?

The Maryland Department of Transportation's Draft FY 2008-2019 Capital Transportation Program (CTP) has identified this project as one of the capital projects that are proposed for construction or for development and evaluation during the next six-year period that directly facilitate access to BRAC-impacted bases. Once complete, the project will help facilitate direct access to Aberdeen Proving Ground, which is expected to add approximately 8,000 on-base jobs as well as over 10,000 jobs from other related growth.

